

**IN THE CLAIMS**

This is a complete and current listing of the claims, marked with status identifiers in parentheses. The following listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently Amended) A large-capacity vehicle for transporting people, ~~especially a rail vehicle, which~~ has comprising:

~~ear bodies~~carriages (6, 7) ~~which are coupled by lower articulated connections (1) and by upper articulated connections, at least two ear bodies~~carriages (6) ~~of which are being~~ respectively supported on at least one of a bogie or ~~and set of running gear, wherein both the lower articulated connections (1) and the upper articulated connections permit~~ permitting turning movements of the ~~ear bodies~~carriages (6, 7) about the vertical axis when cornering, ~~and in a the vehicle which has~~ including more than three parts, wherein at least one upper articulated connection is embodied in such a way that the vehicle can carry out pitching movements about the transversal axis when traveling through a depression or over an elevation, ~~characterized in that one of the upper articulated connections has~~ including a connecting element (2) ~~which is embodied and connected to two ear bodies~~carriages (6, 7) ~~in such a way that to permit pivoting and rolling movements about the longitudinal axis of the vehicle are made possible.~~

2. (Currently Amended) The large-capacity vehicle as claimed in claim 1, ~~characterized in that~~wherein the connecting element (2) ~~of the upper articulated connection is embodied as a rigid connector rod and is connected to the two ear~~ bodies~~carriages~~ (6, 7) ~~via ball and socket joints (3, 4).~~

3. (Currently Amended) The large-capacity vehicle as claimed in claim 1, ~~characterized in that~~wherein the connecting element ~~(2)~~ of the upper articulated connection is embodied as a twistable connector rod and is connected to the two ~~ear bodies~~carriages ~~(6, 7)~~ via single-axle joints ~~(8, 9)~~.

4. (Currently Amended) The large-capacity vehicle as claimed in claim 2 ~~or 3~~, ~~characterized in that~~wherein one of the rotational axes ~~which is formed by~~ at least one of the ball and socket joints ~~(3, 4)~~ ~~or by~~and the single-axle joints ~~(8, 9)~~ of the upper articulated joint and the rotational axis of the lower vehicle joint, ~~(1)~~ ~~which can move~~movable in a spherical fashion and ~~is~~ arranged centrally at a vertical distance between the ~~ear bodies~~carriages, ~~(6, 7)~~ lie on the same vertical axis ~~(10)~~.

5. (Currently Amended) The large-capacity vehicle as claimed in ~~one of claims 1 to 4~~, ~~characterized in that~~wherein the rolling movements are limited by a component ~~(5)~~ ~~which~~ hasincluding a damping function.

6. (Currently Amended) The large-capacity vehicle as claimed in claim 5, ~~characterized in that~~wherein the component ~~(5)~~ includes the function of a stop.

7. (Currently Amended) The large-capacity vehicle as claimed in claim 5 ~~or 6~~, characterized in that the component ~~(5)~~ has a spring loading function.

8. (Currently Amended) The large-capacity vehicle as claimed in ~~one of claims 5 to 7~~, ~~characterized in that~~wherein the component ~~(5)~~ ~~which~~ limits the rolling movements acts on the two ~~ear bodies~~carriages ~~(6, 7)~~.

9. (Currently Amended) The large-capacity vehicle as claimed in ~~one of claims 5 to 7, characterized in that~~wherein the component ~~(5) which limits the rolling movements acts on the ear bodies~~carriages ~~(6, 7)~~ at one end, and limits the rolling movements acts on at least one of the ball and socket joints ~~(3, 4) or~~and one of the single-axle joints ~~(8, 9)~~ at the other end.

10. (New) The large-capacity vehicle as claimed in claim 3, wherein one of the rotational axes formed by at least one of the ball and socket joints and the single-axle joints of the upper articulated joint and the rotational axis of the lower vehicle joint, movable in a spherical fashion and arranged centrally at a vertical distance between the carriages, lie on the same vertical axis.

11. (New) The large-capacity vehicle as claimed in claim 2, wherein the rolling movements are limited by a component including a damping function.

12. (New) The large-capacity vehicle as claimed in claim 6, characterized in that the component has a spring loading function.

13. (New) The large-capacity vehicle as claimed in claim 6, wherein the component limits the rolling movements acts on the two carriages.

14. (New) The large-capacity vehicle as claimed in claim 6, wherein the component limits the rolling movements acts on the carriages at one end, and limits the rolling movements acts on

at least one of the ball and socket joints and one of the single-axle joints at the other end.

15. (New) The large-capacity vehicle as claimed in claim 7, wherein the component limits the rolling movements acts on the two carriages.

16. (New) The large-capacity vehicle as claimed in claim 7, wherein the component limits the rolling movements acts on the carriages at one end, and limits the rolling movements acts on at least one of the ball and socket joints and one of the single-axle joints at the other end.